

- 5.** Except in certain locations, transfers must be presented at transfer points. This allows the operator to make one stop for a group of passengers, and in turn provides more efficient service.
- 6.** Have you ever wondered how much money is saved by the passengers of the Municipal Railway each year by the use of the free transfer system? Between \$6,000,000 and \$7,000,000!
- 7.** Occasionally an operator will make a mistake in cutting or punching your transfer. By taking a quick look at the transfer when you receive it you will easily be able to determine if the validation is correct. If there is a mistake he will be glad to correct it but in differences of opinion regarding the use of transfers we ask you to please pay the fare and report the full particulars to the General Manager's office, 949 Presidio Avenue, so that we may be able to straighten it out satisfactorily.
- 8.** We sincerely hope these suggestions will prove helpful to you. If you have any further questions please don't hesitate to call our Information Bureau, FILlmore 6-5656.

SAN FRANCISCO MUNICIPAL RAILWAY

December 1958



How to Use Your Transfer

HERE ARE a few suggestions and some facts that we think you will find interesting regarding the use of transfers on your San Francisco Municipal Railway.

By following these hints you will enjoy a faster, more comfortable ride on your transit system.

- 1.** Transfers are designed to allow the passenger to travel from any part of the city to any other part by the shortest possible route. Transfers presented in violation of this principle will be refused.
- 2.** Give the operator a break; when boarding with cash fare have correct change ready and when presenting transfer cooperate to the extent of presenting your transfer face up and unfolded. Each operator may take in as many as 300 transfers a day and there are over 65 different kinds in six colors.
- 3.** Transfers *must* be obtained at time fare is paid. The operator is subject to disciplinary action if he issues a transfer at any other time.
- 4.** Look at the time cut or punched on your transfer. You are entitled to 45 minutes leeway after you pass the last transfer point on the particular line you are riding.

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Ever Really LOOK at Your Transfer?

The red figure superimposed on the 12 months shows the date. When month is punched it shows the date transfer is issued. This one happens to be for the 2nd of May.

You are entitled to reverse the direction of the transfer if you use the first crossline route within the boarding zone. In certain areas that cannot be reached without a reversal you are given the privilege of making the reversal in the boarding zone only. A line may pass through several zones. Boarding zone is punched or cut by the transfer cutter.

Transfer is punched or torn from the transfer cutter to indicate amount of time left for valid use in intervals of 15 minutes from 6:00 a.m. to 11:45 p.m. From 11:45 p.m. to 6:00 a.m. all transfers cut or punched 11:45 p.m. are valid until 6:00 a.m.

Used in rare instances where service is delayed by fire, accident, etc., and when regular service cannot be maintained. Good on any line in any direction.

| MUNICIPAL RAILWAY 1 of SAN FRANCISCO | | | | | | |
|--|-----------------------------|-------------------|------------------|-------------------|---------------------|------|
| JAN | FEB | MAR | APR | | | |
| MAY | | JUN | JUL | AUG | | |
| SEP | OCT | NOV | DEC | | | |
| 2 | | | | | | |
| 1958 | V027502 | 1959 | | | | |
| Privileges governed by zone in which passenger boards. | LIMITED STOP | EXPRESS | | | | |
| Direction may be reversed only by use of first crossline within boarding zone. | PULL OUT | TURNBACK | | | | |
| | FOLLOWING CAR or COACH LIFT | TURN IN | | | | |
| HOUR | BEACH TO ARGUELLO | ARGUELLO TO BAKER | BAKER TO WEBSTER | WEBSTER TO MARKET | OUTER TERM TO BAKER | MIN. |
| 6 | A.M. | | | | | 0 |
| 7 | " | | | | | 15 |
| 8 | " | | | | | 30 |
| 9 | A.M. | | | | | 45 |
| 10 | " | | | | | 0 |
| 11 | " | | | | | 15 |
| 12 | Noon | | | | | 30 |
| 1 | P.M. | | | | | 45 |
| 2 | " | | | | | 0 |
| 3 | " | | | | | 15 |
| 4 | " | | | | | 30 |
| 5 | P.M. | | | | | 45 |
| 6 | " | | | | | 0 |
| 7 | " | | | | | 15 |
| 8 | " | | | | | 30 |
| 9 | P.M. | | | | | 45 |
| 10 | " | | | | | 0 |
| 11 | " | | | | | 15 |
| 12 | Midnite | | BOARDING ZONE | | | 30 |
| | | | | | | 45 |
| EMERGENCY | | | | | | |

Indicates the number and designation of the issuing line. Here the No. 2 Clement Line is identified by punch mark.

Punched when operating "Express."

Punched when operating "Limited Stop."

"Pull Out" and "Turn In" sections are punched whenever a passenger boards and requests a transfer on a vehicle that is either leaving the carhouse or turning in and is traveling over streets other than the prescribed route.

When the vehicle is turned back short of its scheduled destination this square is punched and transfer is lifted by following operator.

You may have wondered what the various colors stand for. There are six altogether and represent the various transfer "Zones" the Railway uses to simplify recognition of the originating area. For instance if you boarded an inbound No. 2 Clement line coach in the Richmond District you would receive a blue transfer. Boarding an inbound "N" line streetcar in the Sunset District a light brown transfer would be given you. Outbound transfers (those going away from the downtown area) are white. On crosstown lines, northbound transfers are colored and southbound, white. A good example of this is the 30-Stockton, northbound-colored, southbound-white.